

HEROINE OF FLOOD USES AUTOMOBILE

Miss Helen M. Tullock Tells of
Trip at San Diego, California.

During the recent floods in the vicinity of San Diego, Cal., Miss Helen M. Tullock was the heroine of a trip through the flooded region that attracted considerable attention on the coast. Miss Tullock is the driver of one of the stages operated through the Imperial Valley, all of the cars used being Dodge Bros. cars.

Storm conditions were so bad that other cars were refusing to make the valley trip, but the insistence of some people who desired to reach San Diego was so strong that Miss Tullock consented to make the trip. She started with six people in the car and a quantity of baggage, including two bicycles, four suit cases, and a quantity of bedding.

Describing the trip, Miss Tullock says: "The roads were nothing but mud paths from the heavy rains that had continued three days, and it was raining when we got under way."

Told It Was Impossible.

"We plowed through nineteen miles of the worst possible travel, but finally reached the concrete road that was higher and where we had good traveling for fifteen miles. We met one car that told us to turn back, as it was impossible to get through the flooded district. But we kept on and ran into three or four land slides on the Mountain Springs grade, and it was tough work getting through, but we did not even have to unload."

"At Jacumba we struck the river and it certainly looked discouraging. It was swollen to 100 feet wide and was over four feet deep, and it had to be crossed. We stayed overnight and in the morning it had gone down a little and with the aid of a block and tackle and by building a piece of new road, we were able to get across."

"The road to Boulevard was badly cut up, but we succeeded in getting through and spent the night there. The next day I picked up two more passengers who had tried to get through in a car which they had to abandon in the mud, and we went on."

All Bridges Out.

"We got to Campo and they told us there that no one could go further, but we started. The people were nearly right. We had to clear the road of land slides in places and in other all gullies and washouts. All the bridges were out and we had to plow through the streams."

"We passed many cars that had been left in the mud or had broken down in the rough going. Some of them had been left for a week. In the Jamul mountains, where we took to an old trail because of a bridge being out, we ran into a quicksand without warning. We had a hard time getting out, but finally made it and then ran into black mud that kept us in the low for miles."

"We reached San Diego that afternoon and at once the car was gone over thoroughly. We found that it had not suffered at all and as soon as it was cleaned it was ready for the road again."

Henderson Now With The Semmes Motor Co.

Rumors to the effect that Irving J. Henderson, following his resignation from the Henderson-Rowe Company, would enter another line of commercial endeavor, were proven to be ill-founded by a statement from the Semmes Motor Company early this week.

Mr. Henderson entered into negotiations with his new associates as early as ten days ago, and the deal was closed Monday morning.

With the Semmes Company his activities will be confined for the most part to the pleasure car business—the selling of Dodge and Hudson cars—and each of the parties is confident it will prove highly gratifying.

His association in the automobile industry dates back to the old days, and embraces selling experience with Matheson, Oakland, Overland, Pullman, Waverly, electric, Chevrolet, and Kissel cars.

Solid Trainload of Buicks Make Record Trip

A solid trainload of thirty-two flat cars, containing eighty-two Buick 1916 models, arrived here Tuesday morning from Flint, Mich. The shipment was in charge of E. A. Owens and R. C. Taylor, of the local Buick branch, who roughed it in the caboose, acting in the capacity of personal trainers to carry out the orders of the railroad company in securing right of way.

The route taken covered 1,125 miles, and the entire time required was three days, the train making better time than a letter mailed in Flint on the afternoon of departure.

Special clearances were provided for the entire route, and on some of the heavy-grade links double-header engines were employed.

The three-day run is the fastest time any freight train has ever made over this route, and much of the credit for the quickness of the delivery is due to the Chesapeake and Ohio railroad for its splendid system of routing.

Guardmen of Nebraska Have Motorcycle Squad

The first motorcycle company in the national guard west of New York has just been formed at Omaha.

The guard of the States of Virginia and New York and the District already have motorcycle detachments which were organized during the past twelve months for signal corps duty.

The Nebraska guardmen, like most of the boys in the East, furnish their own machines. They are already planning motorcycle maneuvers to take place on some early Sunday, scouting and mapping between Omaha and Lincoln. The motorcycleists will spread out to cover all the roads, bridges, camps, trails, water supplies, and forage for animals and discover whether roads are passable for heavy artillery.

Porto Rican Birds Are Agricultural Benefit

The bird life of Porto Rico is exceedingly valuable to the island in the suppression of insect pests, and measures of Government protection for the birds are recommended by experts of the Department of Agriculture.

A study of the various species of birds on the island was recently completed by the department in co-operation with the Porto Rican government. It was found that charges that the birds injured fruit or other crops were not sustained.

THREE MILLION CARS IN USE THIS SUMMER

Will Use at Rate of 1,375,000,000 Gallons of Gasoline Yearly.

There were more than 2,100,000 automobiles licensed in this country in 1915 and it is figured that next summer the total will be not far from 2,500,000, allowing 30 per cent for cars which probably will be junked.

If, as oil men estimate, each car consumes about 500 gallons of gasoline a year on the average, the consumption next summer probably will be at the rate of 1,250,000,000 gallons yearly.

With the price of gasoline now well above 20 cents a gallon and going higher, the matter of operating motor cars as economically as possible, without curtailing their usefulness, becomes a problem of tremendous importance. In thousands of individual cases it is a really serious problem.

During the winter months the consumption of gasoline for automobile purposes has, of course, been at the minimum, with the opening of the touring season it will mount to maximum.

As there is no likelihood of the cost of the fuel declining, it is safe to say that car owners are going to give more intelligent consideration than ever before to economy in operation.

For one thing, there undoubtedly will be keener appreciation of the fact that a car which is simple in design and construction is the cheapest to operate, because weight, friction and the breakage hazard have each been reduced with the elimination of every unnecessary part.

Simplification is perhaps the most important thing in connection with the manufacture, sale and use of automobiles today. It is important not only from the economic standpoint, but because the greater the degree of simplicity in a car the greater the joy of motoring in it.

CORPORATION BACKS TIME PAYMENT SALE

Guaranty Company Organized
in New York Said to Have
Big Backing.

Among the rumors current in New York's financial circles is one to the effect that big New York and Chicago capital is back of the newly formed Guaranty Securities Corporation.

This New York company is said to have formulated a new and original plan whereby automobile dealers, handling various makes of cars, may sell on the "time payment" basis.

Arrangements already have been entered into between several motor car manufacturers and their dealers which enable the latter to offer cars to their customers on deferred payments. In such case, the plans differ, and it is to offset this objectionable feature that the Guaranty Securities Corporation has entered the field with a selling plan that is declared to be uniform for all makes of cars and national in its scope.

While details of the plan have not been made public, it is understood that the group of capitalists who are responsible for it are numbered among the most influential in the country.

That this new company is destined to play an important part in the future of the motor car business is evidenced by the fact that it is capitalized on the basis of handling \$30,000,000 worth of automobile paper this year.

Investigation of Sinking Norwegian Ships Asked

COPENHAGEN, March 25.—Norway has made a demand on Germany for an investigation of the sinking of the Norwegian ships Lindfield and Kamik, according to Christiana dispatches today.

TELLS OF VALUE OF MOTOR TRUCKS

Buffalo Firm Considers Delivery Automobiles Valuable Investment.

"Do trucks pay? Well, all I know is that ours are considered a decidedly profitable investment," said Jacob Lang, vice president of the Gerhardt Lang Brewing Company, Buffalo, N. Y. Mr. Lang was in New York, at the Vanderbilt Hotel, a short time ago, when the above question was asked him.

"Of course," went on Mr. Lang, "I am buying trucks and putting them to work is not all there is to the proposition. We learned our lesson early, but we learned it well. When we first went into the truck delivery proposition some years ago, we were one of the first—not the first, however—to use trucks in Buffalo. We gave no thought of overloading them at five tons capacity, he would guarantee them to carry seven tons. We took him at his word and overloaded them every chance we got. As a result, we had on our hands four pieces of junk that had cost us a considerable amount of money."

Soon See Saving.

"The way we came to buy the trucks in the first place was that the Pierce-Arrow Motor Car Company loaned us their experimental truck to try it out for them. It was not long before we realized what a saving the truck was over drive trucks. We bought one to try it out, and now have four five-ton and one two-ton truck of that make.

"Our new car is built to Pierce-Arrow truck measurements and is without a doubt, the best thing we have bought in a long time. At one end of the building, there are three rooms divided off—one for repairing, one for painting and the other as a store room for parts and tools."

Make Three Trips.

"Our trucks are in use winter and summer for out of town delivery. Our five-ton trucks not only take the place of two teams, but make three trips a day instead of one trip a day for teams. They average from sixty to seventy miles a day. Our drivers are all careful men and have been instructed how we want the trucks used."

"We have our own mechanic, who goes over the trucks whenever the drivers report anything wrong. He also thoroughly overhauls and repaints one truck once in every twelve or fourteen months. In this way, we are enabled to keep our repairs down very low and get the full value out of our trucks."

"Last year, repair parts cost us \$3.00 for 25,000 miles—this year it will be a little more, but not much, which is not so bad. We use our trucks every day and although we have had lots of snow this winter, we have not had to ship by rail once. All I have to say is, if you can possibly use trucks, buy them, don't overload—keep them running and they will make you money."

Gorgas to Speak.

Major Gen. William C. Gorgas, surgeon general of the army, will speak tonight at the Willard before the members of the Southern Society on the cleaning up of the Panama Canal Zone. A dance will follow.

PETITIONS FOR NEW HOSPITAL SENT OUT

Circulated by Monday Evening Club in Campaign to Remove "a Disgrace."

To hundreds of churches, clubs, citizens' associations and other organizations today went blank petitions to be signed by those who desire to go on record as favoring the building of a new municipal hospital to replace the antiquated and inadequate Washington Asylum Hospital.

The petitions are being circulated by a special committee from the Monday Evening Club.

Attention is called to the dilapidated condition of this hospital as described in articles appearing in The Times, and the letter accompanying the petition states that "present conditions at the hospital are by common agreement a disgrace to the Capital."

Letter Makes Appeal.

The letter makes this appeal, in conclusion:

"Please act and act quickly, as a good social worker interested in your own city and determined in the name of the Monday Evening Club to do your best to substitute for the dilapidated Washington Asylum Hospital a modern, up-to-date hospital for the treatment of the indigent sick of mind and body."

The letter is signed by Dr. A. J. McKelvey, George F. Bowerman and Walter S. Lifford, who compose the special committee to circulate the petitions. For this campaign the Monday Evening Club appropriated \$200 at its last meeting.

The Petition.

The petition to which signatures are asked reads as follows:

"Whereas the Commissioners of the District of Columbia and the Board of Charities have requested an appropriation for a new municipal hospital to take the place of the present antiquated Washington Asylum Hospital, and Whereas the need for the hospital has been long recognized by the citizens of the District,

"Resolved, that we, the undersigned

residents of the District of Columbia, respectfully petition the Congress of the United States and the respective Appropriations Committees of the Senate and House of Representatives to provide in the District appropriation bill the necessary funds with which to begin the construction of the hospital."

To Go Before Congress.

When these petitions are filed they will be sent to Mrs. R. Thomas West, 245 Fourteenth street, and more petitions may be secured from Mrs. West. When the petitions are all in they will be presented to the District Committee of the House and Senate, and an effort will be made to have District citizens appear to urge that the item for the Washington Asylum Hospital be included in the appropriations.

New England Girls Visiting the Capital

Nearly 400 high school girls from "down east" took possession of the Capital today, having arrived on a sightseeing trip from New England. They are stopping at the National Hotel.

High schools at the following towns are represented by members of their senior classes: Newport and Somersworth, N. H.; Topsfield, Duxbury, Chatham, Foxboro and Webster, Mass.; York, Kennebunkport and Augusta, Me.; and Plainville, Conn.

Sightseeing parties, composed of employees of the Jordan Marsh Company, of Boston, and of Thomas Cook & Son, are also stopping at the National Hotel.

Scouts Collect Clothes For War Sufferers

Serviceable clothing to be forwarded to Belgian, French, and German war sufferers is being collected at Boy Scout headquarters in the Corcoran building.

Clothing which has been outgrown but is clean and in condition to wear will be received at the scout headquarters and prepared for shipment to the war zones.

Three school troops recently organized are Jefferson Troop, No. 44, under Leader Thompson; Cook Troop, under Leader Johnson, and Wallach Troop. Each will probably complete its registration within a week.

Hannis Taylor to Speak Before Athenaeum Monday

Hannis Taylor, former minister to Spain and an international law authority, will speak before the Spanish-American Athenaeum Monday night.

Don Jose Tibile Machado, of Guatemala, also will speak. Musical features will be provided by Senora Iona Eladia Carvajal de Llanman, Mark Phillips and Sanford Covington.



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Harper-Overland Company

AUTOMOBILES

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Sleeve-Valve Motor

National HIGHWAY "SIX"

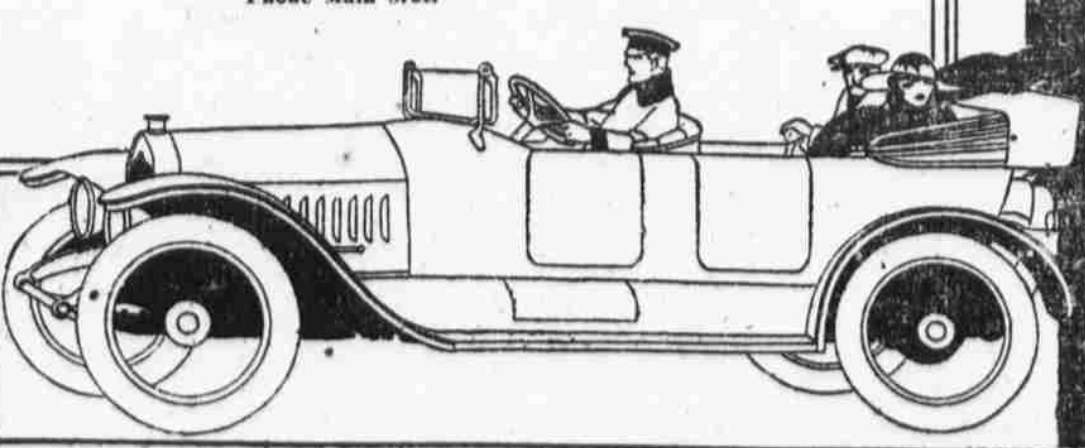
\$1,690

The National car acquired the keynote of its character in its early racing days. Every individual National car is somewhat reminiscent of the race track. The lines of this latest National Highway Six are lines that bespeak good, blue-blooded breeding. They give to the National car a look of strength and cleanliness and aggressiveness that no other car begins to possess. It might be said that the National seems not only aristocratic, but athletic.

Combs Motor Company

Vermont Avenue and H Street N. W.

Phone Main 8761.



Facts

GET the facts on the operating cost before you buy any automobile. Find out the truth before—not after. And don't be satisfied with hear-say or a salesman's claims. The price of gasoline is high; so is oil, and there is sure to be an increase in the cost of all tires.

So, what you want is the car that will give you most miles per gallon of gasoline, per gallon of oil and per set of tires.

Here are the facts proved by the Maxwell stock touring car that recently set the World's Motor Non-Stop Record.

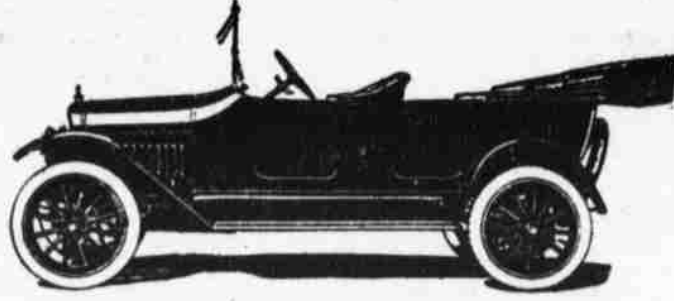
Maxwell World's Non-Stop Record Facts	
Miles without a motor stop.....	22,023
Average miles per day (44 days).....	500.6
Miles per gallon of gasoline.....	21.88
Miles per gallon of oil.....	400
Average miles per tire.....	9,871

Remember that this was a Non-Stop Endurance Record—in order to prove that the Maxwell car was exceedingly sturdy, reliable and trouble proof.

No attempt was made or could be made to save gasoline, oil or tires. So these figures merely indicate what would be possible under ordinary driving conditions.

RIGHT NOW we have a MAXWELL we can deliver to you, and if you don't want to pay cash, make a deposit and pay the balance as you use the car. **BUT DON'T PUT IT OFF.** We know the Maxwell factory can't get half enough freight cars to carry their doubled output. Later on we may not be able to supply you. But we can **NOW.** Better phone us for a demonstration **TODAY.**

Touring Car, \$655
Roadster, \$635
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